



Announcements.

A. S. WATSON & CO., LTD.

WE HAVE NOW IN STOCK THE FOLLOWING

CIGARS:

MARIA CRISTINAS, London.
 Leonora, London.
 PERLA DEL ORIENTE, London.
 " " Damas.
 " " Scimitars.

NUOVO HAVANO in 500 and 100 Boxes.
 do. do. do. and 2nd.
 NUOVO CORTADOS in 500 and 100 Boxes.
 do. do. do. and 2nd.

Flor de la Tabaca, Belmessa, Extractos,
 Orientales and Isabellas.

Imperiales, Cazadores, Imperiales, Excepcionales,
 Prensados, Principales, Cortados, Scimitars,
 Maquitos, Flor de Prensados,
 Piquitos, Rosales, Britanica, Regalia,
 Inglesa, Chiquitos, Brevitas,
 and

BOUQUETS DE WATSON.

SWEET CAPORA, and OLD JUDGE
 CHARETTES.

A. S. WATSON & Co., Ltd.
 THE HONGKONG DISPENSARY.

29th October, 1888.

BIRTH.

On the 29th instant, at 9, Billings Terrace, the
 wife of FREDERICK DOWELL, of a daughter.

DEATHS.

At sea, on board the S.S. *Chiyen*, on the
 20th October, 1888, ALICE ANDERSEN, the
 beloved wife of J. W. Ord, of Amoy, aged 53
 years.

At Shanghai General Hospital, on the 24th
 October, JOHN WALLACE ORD, of Amoy.

At Kiangling, on October 22nd, 1888, HEN-
 RYFFIE KRISTINA, the beloved wife of John
 Kofol, aged 69 years.

The Hong Kong Telegraph

HONGKONG, MONDAY, OCTOBER 29, 1888.

TELEGRAMS.

(From the *Currier* of Shanghai.)
 NEW APPOINTMENTS IN THE FRENCH
 COLONIAL SERVICE.

PARIS, October 13th.
 M. le Myre de Villers has left for Madagascar.
 1 October 14th.

M. Fournes has been appointed Secretary of
 Cochinchina.

THE REVISION OF THE FRENCH
 CONSTITUTION.

PARIS, October 15th.
 The Government has presented to the Chamber
 of Deputies a Bill for the revision of the Con-
 stitution by Congress, providing for a curtailment
 of the powers of the Senate and proposing the
 revision of the Chambers by the people's
 delegates.

October 16th.
 By desire of the Government the Chamber of
 Deputies has adopted by 299 votes against 177
 a motion that the project for the revision of the
 Constitution should be referred to a Committee.
 A vote of confidence was asked for by the
 Minister.

October 17th.
 M. Tormisien has interpellated the Minister
 of Marine and the Colonies on the subject of
 Indo-China. The discussion has been postponed
 for a month.

THE DUTCH POSSESSIONS IN INDIA.
 SINGAPORE, October 17th.
 Stations for the collection of taxes have been
 opened at Baly and Majashar, the contributions
 to be levied being the same as in Java.

LOCAL AND GENERAL.

THE Russian cruiser *Rynda* arrived at Shanghai
 on Nagasaki on the 22nd inst. The Grand
 Duke Alexander Michailovitch is attached to
 this vessel.

THE Ocean Steamship Co.'s steamer *Belle-
 rophon*, from Liverpool, left Singapore for
 this port on the 27th inst., and is due on Saturday
 the 3rd prox.

We are informed by the agent of the Austro-
 Hungarian Lloyd's S. N. Co. that the Com-
 pany's steamer *Elektra*, from Trieste, left Singa-
 pore to-day for this port.

We would call attention to the alterations in
 the time table of the Hongkong High Level
 Tramway Company, as per advertisement, pub-
 lished in another column.

THE P. M. S. S. Co.'s steamer *City of New
 York*, with mails, &c., from San Francisco to
 the 9th inst., has arrived at Yokohama, and will
 leave for this port to-morrow.

AN extremely violent typhoon is reported by
 the Tonquin papers to have occurred at Dong-hoi,
 on the night of the 29th ult., resulting in serious
 damage to property and crops.

It is notified in the *Government Gazette* that
 the Governor has appointed Mr. Francisco de
 Paula Soares to be a public vaccinator under
 the *Vaccination Ordinance*, 1888.

We hear that the Inspector General of the
 Chinese Imperial-Maritime Customs has appointed
 Dr. W. Wykeham Myers to succeed the late
 Dr. Pollock as medical officer at Swatow.

The annual sessions of the Justices of the Peace
 will be held on Tuesday, 13th November at 11
 a.m., for the purpose of considering the applica-
 tions for spirit licenses for the year 1888-1889.

His name was Peter—Peter McCarthy, and his
 profession that of mariner. He got full yester-
 day, and was aching to bite a foreigner. He
 tried to offer up an Indian constable as a
 sacrifice, and got up in the attempt. He was
 fined \$5 this morning, bedad.

The Hongkong Rifle Association's Monthly
 Handicap Challenge Cup was shot over under
 the usual conditions at Kowloon on Saturday
 last. There were 28 competitors, and Major
 Knight, R.E., allowed 7 points, proved successful
 by scoring 31 at 200 yards, and 27 at 500 yards,
 thus totalling 58. Mr. E. J. Moses, allowed 9,
 was a good second, with 56 and 25. Mr. W. C.
 Murray, allowed 14, being third with 31 and 16,
 a couple of misses at the longer range spoiling
 the last named darkman's prospects of victory.
 It is noteworthy that the winner made the top
 score of the whole 28 competitors, not reckoning
 the handicap allowances.

THE P. & O. Company's steamer *Kashgar* left
 Bombay for this port on the 27th inst., at 2 p.m.

THE returns of the number of visitors to the
 City Hall Museum for the week ending 28th
 October, are:—European, 180, Chinese, 1,638,
 total 1,818.

THE appointment of Mr. Alfred James May to
 succeed the late Mr. Alexander Falconer as
 second master of the Government Central School,
 dating from the 15th of last June, is officially
 gazetted.

A TONQUIN reconnoitering party, composed of the
 militiamen of Bac-ninh, was attacked on the 16th
 inst by a band of pirates 400 strong near the
 island of Ba-lang. The sergeant in command of
 the French detachment was killed.

MACAULAY remarked that the schoolmaster was
 abroad. He was in Queen's Road on Saturday,
 having Chinese examination papers, and this
 morning a magistrate who could not appreciate
 the benefits of popular education fined him a
 dollar for not having a license.

THE *Avenir du Tonkin* hears that M. Jean
 Dupuis, the celebrated pioneer of Tonquin, was
 about to leave Marseilles for Tonquin, having
 succeeded in forming a company to work the
 coal mines of Kebao Island and other con-
 cessions.

A NON-COUNT sort of a Chinaman was put up
 before Mr. Pollock this morning on a charge of
 pushing an Indian watchman into the Harbour
 four months ago. The watchman interfered with
 some gamblers, so to dispose of him
 quickly they hove him over the Praya wall. The
 heaven in question was fined \$5.

GRIFFINS are still being sent in large numbers
 from the North to Shanghai. The steamer *Sin
 Nansin* left Tientsin on the 25th with 34
 Mongolian racers on board and was followed
 next day by the *El Dorado* with 57. There
 will evidently be no lack of candidates this
 season for Hongkong Derby honors.

OUR Shanghai morning contemporary reports that
 a telegram was received on the 22nd inst.
 by one of the shipping companies in the Settle-
 ment to the effect that matters in the southern end
 of Formosa have assumed a very critical aspect
 owing to the success of the aborigines over the
 troops of the Governor. Liu Ming-chuan, and
 that one of the rebel towns had been shelled by
 a Chinese gunboat.

WE'VE all heard of doll's eye makers, and the
 man who smoked glasses for astronomical pur-
 poses. They are rivalled. A copper-colored
 pagan who called himself a grasshopper catcher
 was charged to-day with being a rogue and
 vagabond, having been found halfway up the
 stairs of somebody else's domicile at midnight.
 His explanation is quite right; the attempt of the
 Newsworld is quite right; the attempt of the
Daily Press to throw dust in the eyes of its
 readers by its feeble lies has deceived nobody.

A CORRESPONDENT writes:—"In your issue of
 the 23rd inst. I see you make a reference to
 the *Daily Press*, and its original (2) novel."
 "Colonel Quaritch, V.C." secured at great
 expense. I may inform you that this story is
 coming out in the *Newcastle Weekly Chronicle*,
 the *Falkirk Herald*, and in many other papers
 of considerable note in various parts of the world. Our
 correspondent is quite right; the attempt of the
Daily Press to throw dust in the eyes of its
 readers by its feeble lies has deceived nobody.

THE N. C. *Daily News* states that the steamer
Chiofo from Nagasaki to Chiofo with a cargo of
 coals, broke her tail shaft and damaged the stern
 lock on the voyage. She was picked up by the
Wuchang off Martha Point on the night of the
 20th. The *Wuchang* afterwards took her in tow
 as far as Yungching Bay where the two vessels
 anchored for shelter from the stormy weather
 and a snow storm. On the 22nd, the weather
 moderating, they left and proceeded to Chiofo,
 where they arrived at 5 p.m. The *Wuchang*
 proceeded on her voyage the same night. The
Chiofo, after discharging her cargo will be towed
 to Shanghai by the *Tungchow* probably.

SAVES the Singapore *Free Press* of the 19th
 inst:—We hear that a letter has been received
 by Mr. T. Sobst from His Excellency the
 Governor about the formation of a special corps
 of constabulary from among the German and
 Swiss residents in Singapore. Negotiations are
 now also going on to include residents of Dutch
 and other foreign nationalities. The uniforms
 are to be of a simple character and these, and
 the necessary arms will be supplied at Govern-
 ment charge. A meeting to consider this sub-
 ject will be held in the Teutonia Club to-morrow
 evening at nine o'clock, with Dr. Freusberg,
 German Consul, in the Chair.

IT appears that the steamer *Waiting* was lost
 on the Pescadore owing to Captain Petersen
 leaving the vessel in charge of the Chinese
 second mate whilst he and the chief mate, Mr.
 Kersholm, "took tiffin in a house on deck."
 Considering that at the time the tiffin business
 began the steamer was, according to the Captain's
 own report, only three quarters of a mile from
 the dangerous rocks on which she came to grief,
 we think that Captain Petersen will have some
 trouble in justifying his conduct to marine
 experts. We have no wish to prejudice the case,
 but on the face of the detailed report published
 in another column, the only reasonable conclusion
 that can be arrived at is that the *Waiting* was
 lost through carelessness as gross as it is inex-
 cusable.

SEÑOR Valentin Fernandez gave a Spanish-
 Italian concert at the Theatre Royal, City Hall
 on Saturday evening, before the smallest audience
 we ever remember to have seen at that popular
 place of amusement. Doubtless this was to some
 extent owing to the programme having been
 exclusively foreign character of the entertainers.
 Although Mr. Fernandez is an able musician,
 the compass of his voice is altogether inadequate
 to fill such a large building as the Theatre
 Royal, and his vocal efforts were therefore only
 moderately successful. In a smaller room, we
 feel assured that this gentleman is capable of
 giving a pleasant entertainment, and we can
 only express our regret that his efforts in this
 colony have hitherto proved so fruitless.

We take the following from Messrs. Wheelock
 & Co.'s Shanghai freight market report, of the
 26th October:—We have very little report of the
 freights during the last two weeks. Coastwise,
 the demand for tonnage has been good, but with
 the scarcity there here, there have been few
 transactions. As we anticipated, rates to London
 have advanced and will probably continue to do
 so as there seems to be a fair quantity of cargo
 available. The Glen Line steamer *Glenfinlas*
 left yesterday in ballast, direct for Manila under
 orders from home. Quotations are:—Newchwang
 to Swatow, 28 Mts. cents per piece, small
 enquiry. Chiofo to Swatow, 15 Mts. cents per
 piece, small demand. Nagasaki to Shanghai,
 \$1.70 per ton of coal net; for steamers, \$1.20
 ex ship, for sailing vessels. Settlements during
 the fortnight:—*Chafaudier*, British barque, 400
 tons register, Newchwang to Amoy 26 Mts.
 cents per piece. *Sattima*, British barque, 300
 tons register, Newchwang to Amoy 26 Mts.
 cents per piece, 18 day days. No disengaged
 vessels in port.

THE Chinese steamer *Smith* left Shanghai the
 other day with a large quantity of munitions of
 war for Formosa. This would appear to indicate
 that the recent troubles in that island are of a
 far more serious character than has been gener-
 ally believed.

THE *Glasse* has been in dock getting refitted.
 A stock of zinc plates for lining her boilers was
 on deck on Saturday, and was invisible next day.
 Each plate was worth \$5, and about fifty had
 been taken. Twelve of them were discovered by
 Detective Mann in a marine store dealer's in
 Wing Lok Street this morning, and the dealer is
 spinning round on bill, trying to think of an
 excuse for having them.

A JAPANESE contemporary, the *Choya Shimbun*,
 learns from a trustworthy source that Viscount
 Kawase, Japanese Minister to London, will
 shortly be transferred to the office of Senator that
 Mr. Hanabusa, Vice-Minister of State for Agri-
 culture and Commerce, will be appointed to
 succeed him, and that Mr. Maeshima, President
 of the Kansai Railway Company, will be ordered
 to succeed Mr. Hanabusa.

THE Band will play at the Officers' Mess,
 Murray Barracks, to-morrow evening, com-
 mencing at 8 o'clock. The following will be
 the programme:—

March:—"Triumph" Smith.
 Overture:—"Pique Burch" Suppe.
 Waltz:—"West End" Waldteufel.
 Polka:—"Rem. of Russia" Godfrey.
 Fantasia:—"Rem. of Russia" Winterbottom.
 John Moxon, Bandmaster.

OUR obituary column tells a sad story. Mr.
 J. W. Ord, for several years manager of the
 Amoy dock and lately Lloyd's Surveyor at Amoy,
 was taken ill a few weeks since and went to
 Shanghai for medical treatment. His condition
 becoming rather serious, his wife, who was also
 in poor health, determined on being at her hus-
 band's bedside and left Amoy in the steamship
Chiyen to rejoin him. She died during the
 passage and Mr. Ord succumbed to his malady
 the day after his wife was interred in the
 Shanghai cemetery. They now rest in the
 same grave.

REGARDING the rising of the so-called savages
 in Formosa the *Shin Pao* remarks:—Round
 Chang-hwa and Kasee in Formosa, the insur-
 gents are in considerable force, and Governor
 Liu Ming-chuan having written to request the
 Admiral to raise a force at Amoy, on 16th
 October 5000 troops were ready to start. The
 steamer *Formosa* leaving Amoy on that date
 conveyed 150 men to Tamsui, and the *Fokien*
 took over reinforcements on the 18th October.
 The ringleaders of the insurgents are two men
 named Shi How-tuan and Hui Tien-cheng.
 They demand abolition of tiffin, lighting of
 the salt tax, and abolition of land-tax, before
 they tender their submission. The salt-tax
 collector's offices at Lokkong and at Anping
 have been broken into at night, and robbed,
 and at Anping the officials found therein were
 tied tightly up, but not otherwise injured.

A SECOND instalment of the Subscription
 for the Hongkong Jockey Club meeting of
 1889, six in number, were drawn for at
 Kennedy's Horse Repository this afternoon in
 the presence of the Clerk of the Course (Major
 Tripp) and about a dozen of our leading
 sportsmen. The prizes, with one exception
 (No. 18), are big, outstanding animals, and all
 in very fair condition. So far racing
 appearance is concerned, these half-don
 griffins are very much the same class as
 the first mob, allotted a few days ago.
 Mr. Drude's name was the first drawn out of the
 C's hat, and No. 14, a powerfully built chestnut
 was his "joss." A good looking pony this, with
 rare quarters and a capital forehead—for a
 China pony—but he appears a bit clumsy at
 first sight and is disfigured by a pair of cybe-
 resque legs. Mr. Nowrojee's big grey (No.
 15) is a nicely shaped pony, but ought to gallop
 fast, but perhaps Mr. Boning's No. 16, a grey,
 although built on a slightly smaller scale, will
 prove the better racer of the pair. No. 18,
 a cleverly shaped, but rather weedy grey, fell to
 Mr. Cruickshank, and albeit his lack of size as
 compared with some of his companions, he gives
 plenty promise of developing speed. Mr. Dick's
 big grey, No. 13, is strong enough for anything,
 and we should be glad to see this young "sports"
 colors carried well to the fore. The pick of
 most of the connoisseurs in horse flesh was No.
 17, a lengthy dark grey that was set aside for
 being "wooden." If this pony is as good as he
 looks the "Tasman" will be a fine finish for
 the coveted German Cup. The new lot of
 griffins, numbering 14, are expected here from
 Shanghai to-morrow.

MR. FREEMAN, chief officer of the steamer
Pechili, gives the following account of the boat
 accident on Tamsui Bay, which Mr. T. A.
 McCullum, of Messrs. Boyd & Co., Shanghai,
 Mr. Kersholm, chief officer of the wrecked vessel,
Waiting, and the Chinese comprador of that
 ill-fated vessel, lost their lives:—The *Pechili*
 arrived at Tamsui on 16th October at 11.30 a.m.,
 with the pontoons in tow. There was a nasty
 N.E. sea running at the time and the pontoons
 were not laying well astern, and it was feared
 that some accident would occur to them. Mr.
 Tom McCullum after a consultation with Mr.
 Robinson (also of Messrs. Boyd & Co.),
 decided to get the captain to send a boat into
 Tamsui to get the assistance of a steam
 launch, to tow the pontoons in and the bar-
 bour, as the ship could not cross the bar,
 it being half ebb tide. A boat was immediately
 cleared away, and a crew of five men in charge
 of the chief officer (myself) went in her. There
 were also in the boat Mr. McCullum, Mr.
 Kersholm, the chief officer, and the chief
 engineer and comrade of the *Waiting*. All
 went well until the boat got near the Bar. Mr.
 Kersholm being familiar with the place volun-
 teered to pilot us in and was steering the boat
 after getting into the surf the boat was capsized
 by the heavy rollers coming in and all hands
 left struggling in the water. I came up and
 all distance from the boat and got hold
 of a broken oar. I noticed that the rest were
 trying to cling to the boat, which was being
 turned over and over by the sea, and sung out
 to them to hold on to her. I only got a short
 look at her, when I was again submerged. It
 struck me that the best thing to do was to divest
 myself of clothes, boots, &c., which I accordingly
 did and then struck out for the boat. I made
 my way to the boat, and found only four
 sailors and the chief engineer of the *Waiting*,
 who told me the rest had gone down. The
 boat was being turned over and over by the
 heavy sea and it was with great difficulty
 that we managed to hold on to her, none of
 us being very good swimmers. As soon as
 the accident was seen from the ship, another
 life-boat was sent to our assistance, (by this time
 our boat had drifted clear of the surf) and we
 were picked up after being about half an hour in
 the water and thoroughly exhausted. Another
 sailor was afterwards picked up by the pilot boat,
 at some distance from the wreck of the *Pechili*.
 I only saw Mr. McCullum and Mr. Kersholm
 once after the boat capsized, and the former
 seemed to be bleeding very much from a wound
 on the head. They must have gone down almost
 immediately. The British Consul at Tamsui
 was notified by the Captain and Mr. Robinson,
 and asked to try and recover the missing bodies
 and attend to their burial.

THE U. S. corvette *Marion*, with the American
 Admiral on board, arrived at Shanghai from
 Nagasaki on the 24th inst.

ANOTHER large seizure of opium was made by
 the Excise officers this afternoon. A sampan-
 woman was caught bringing no less than seven
 hundred taels of prepared opium ashore.

THE CITY HALL.

The annual meeting of the shareholders in
 and subscribers to the City Hall, was held in
 the Library this afternoon. The Hon. J. Bell-
 Irving presided, and Hon. P. Layton, Messrs. W.
 H. Forbes, H. M. Nolly, L. Dalrymple, Dr.
 Jordan and H. L. Denny (hon. sec.) were pre-
 sent.

The Chairman said:—"The Report which we
 may take as read, will I think be deemed highly
 satisfactory. In November 1869 when the City
 Hall was opened, it appeared doubtful whether
 the attempt to provide such a large building,
 chiefly for the purpose of amusement and
 recreation, might not have been somewhat too
 ambitious, and if the promoters and other sub-
 scribers to the building fund had had for their
 object the obtaining of a large dividend upon
 their investments rather than the benefit of the
 community, it seems certain that the Committee
 could not have regarded so favourably the report
 they now present. In addition to the business
 details recorded in the report, I think it right to
 mention that the policy of former years has been
 adhered to during the past one, and the Theatre
 and Stadium Hall have been granted for
 charitable and useful public purposes. In many
 cases, free of charge, except for actual outlay,
 while the number of visitors to the Library and
 Museum, which are open to the public, shows
 that those portions of the building continue to be
 appreciated by a large section of the community.
 Since our last meeting, a large outlay has been
 incurred in providing iron pillars in the library
 and decorating and altering the theatre, and when
 this is taken into account, I think we may con-
 gratulate ourselves that such a considerable
 balance remains in the Honorary Treasurer's
 hands. Without a tedious recital of the summer
 months, during which there are as a rule, but
 few incomes, while the expenses for repairs and
 upkeep are necessarily heavier. Now that all the
 wooden pillars have been replaced by iron ones,
 I think we shall be able to keep the building in
 good order for an expenditure somewhat less
 than that of former years; but this advantage is
 to a great extent counterbalanced by the fact
 that the rates chargeable for the use of the
 Theatre, Ball Room &c. have been considerably
 reduced from the scale established when the
 institution was first opened. We have this con-
 sideration, however, that the public will probably
 make even greater use of the premises, and at
 all events will support us with funds, if it be
 found impossible to balance our revenue and
 expenditure. He proposed that the report and
 accounts be passed.

Mr. Forbes seconded, and it was agreed to.
 A vote of thanks to the Chairman concluded the
 business.

THE 1889 ESTIMATES.

At the Finance Committee meeting on Satur-
 day afternoon the discussion on the Estimates
 for 1889, partly reported in Saturday's issue,
 continued as follows:—

THE SEPARATE SYSTEM.
 On the item of \$1,000,000 the estimate required
 for 1889 to defray the separate system,
 Mr. Layton asked if the Surveyor-General
 could give any information about this scheme.
 He understood it was a matter upon which there
 were different opinions. Before voting this sum
 they ought to know something more.

The Surveyor-General said there had been an
 elaborate report addressed to the Governor,
 which explained the whole matter.

Mr. Bell-Irving said the general opinion of
 the colony was that the separate system was not
 required here.

Mr. Layton said there was an idea that the
 Surveyor-General had converted the authorities
 here on this question.

The Chairman promised that the report con-
 taining full information on the matter should be
 laid on the table at the next meeting.

Mr. Bell-Irving:—Will the pay system of deal-
 ing with night-soil be done away with when you
 have separate sewers?

The Surveyor-General:—No, it will not affect
 the bucket system.

The Chairman:—There will be one system for
 sewage and one for rain water.

Mr. Bell-Irving:—What sewage, have we here
 if night-soil is taken away?

The Surveyor-General:—There is sewage water.
 The Surveyor-General will obtain detailed
 information on the whole matter.

THE ESTIMATE was agreed to.

With regard to the vote for the Central and
 Western markets, the Surveyor-General said the
 total cost of the New Central Market would be
 about \$120,000 and the one in the Western dis-
 trict would cost about the same sum.

On the item for Police Stations at Aberdeen,
 Kennedy Town, and Quarry Bay.

Capt. Deane, with reference to the vote for a
 station at the latter place, said he really thought
 the building could have been better expended in
 providing suitable accommodation for the unfor-
 tunate married constables in the force.

At present they were only allowed \$15 per month,
 and many of them were compelled to live on the
 first floor of Chinese houses.

The Attorney-General said the Police Station
 at Quarry Bay had been promised a very long
 time and was very necessary. The colony was
 rapidly extending in that direction. At the same
 time this was no reason why these men should
 not be properly provided for.

The Surveyor-General said an item which had
 appeared in the Estimates of former years, Police
 Building extension, was omitted this year.

At the direction of the Chairman the clerk
 took a note to insert this item in the estimate.

With regard to the item of \$1,366 for defence
 works, the Chairman said this was the balance
 of the colony's contribution to these works.

Mr. Bell-Irving asked who was going to pay
 for the upkeep of these works.

The Chairman said that he understood that
 the colony was not to contribute except to the
 building of these works. The colony was not to
 pay for the upkeep.

With regard to the vote of \$35,000 for a filter
 bed for the Public Waterworks, the Surveyor-
 General, in reply to a question from Mr. J.
 Bell-Irving, assured him that there was no other
 in the stories which had been circulated about
 the growths in the reservoir.

With regard to the vote of \$40,000 for 12
 public latrines, the Surveyor-General admitted
 that the cost appeared somewhat great, but
 pointed out to members the expense incurred in
 preparing votes.

The Estimate was agreed to.

THE IMPERIAL INSTITUTE.

The Chairman said there was another point to
 bring before the Committee, and that was the
 question of a contribution to the Imperial
 Institute, alluded to by the Governor in his
 message. He would be pleased to hear the
 opinion of members on the matter.

Mr. Layton said he thought it was a deserv-
 ing object. If they were to believe all they heard,
 the Institute was going to do wonders. Even

Heligoland subsided, and he did not think it
 would do for Hongkong to make itself singular
 by standing out. He did not suppose they would
 be expected to give much. They could see what
 the other colonies were going to give before
 deciding. There had been a great deal of
 enthusiasm over the matter at home at first, but
 it seemed to have died away.

The Acting Colonial Treasurer:—There was
 much discussion as to the site. Many thought
 it should be in the city and more central.

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camp and guns were captured, turned to the assistance of Abdullah Khan and rescued his troops. Tashkurgan was occupied on the following day. Tash Khan is said to be in Moscow. This news has been confirmed in the main feature by the news from Herat.

LATE TELEGRAMS.

THE CURRENCY COMMISSION.
ALLAHABAD, September 28th.
A London telegram to the *Pioneer* says:—The Currency Commission's report is to be published just previous to the meeting of Parliament in November. It is understood that the general report admits that the evils of low prices are in a high degree owing to the fall in the price of silver, and the consequent low exchanges with the East. It contains, however, no reference to the bi-metallic remedy. The President's special report arrives at the conclusion that more evidence is required before taking the leap of bi-metallicism. A second special report, signed by six members, favours the adoption of bi-metallicism.

THE HERVEY GROUP ANNEXED.

LONDON, October 3rd.
A British Protectorate over the Hervey Group in the Pacific has been proclaimed at Rarotonga, the principal island of the group, and also over Savage Island.

AFFAIRS IN ZANZIBAR.

ZANZIBAR, October 4th.
The native insurgents have seized a steamer belonging to the Sultan which was going to rescue the British subjects at the disturbed parts of the coast.

October 6th.
The insurgent natives have released the Sultan's steamer which they captured, but have detained all male British subjects who were on board, declaring however, they will do them no harm.

THE RANGOON LEGAL SCANDAL.

CALCUTTA, October 6th.
On Thursday the Advocate General applied to the High Court for the suspension of the order removing Mr. Moylan. He said that in the whole of his professional career, he had never heard of such a proceeding, nor of the removal of an Advocate on such materials as had been acted upon by the Recorder. If Mr. Moylan conducted himself improperly, he should have been reprimanded at once. If guilty of contempt of court, he was liable to a fine or imprisonment. He never heard of a person losing his temper in argument being removed as totally corrupt, inordinately fierce, and totally unfit for professional business; he would show how wrong Mr. MacEwan had been. The case is one of the most extraordinary conceivable; he could not say where the Recorder knew his law, and did not think his reading or knowledge of law extensive; the only charge against Mr. Moylan was for saying "Laws were more favoured by the Judge than other Advocates," imputing intimacy. Three days afterwards Mr. MacEwan addressed Mr. Moylan, who denied the charges but apologised; his apology was not considered sincere; and Mr. Moylan had been struck off the rolls. The Recorder is not empowered virtually to cause Mr. Moylan's removal. In the Grenada case reference to the explanation given was perfectly satisfactory, yet in spite of this the case was dragged in. After reading orders the Advocate General said the case would form a leading chapter in a comic history of England, and while the Recorder's order would doubtless be reversed, he asked its suspension, pending hearing of appeal at an early date. The Court suspended the order accordingly, as it is impossible to issue rule, before the appeal came on for hearing.

A FATAL GUNPOWDER EXPLOSION.

MADRAS, October 8th.
Twenty-five people have been killed by an explosion of gunpowder at a temple near Chidambaram in the South Arcot District. A festival was proceeding, and torches were being used near where a vessel containing gunpowder has been kept. The torch fell into the vessel, resulting in a terrible explosion.

INCREASE OF THE EGYPTIAN ARMY.

CAIRO, October 9th.
It has been decided to increase the Egyptian Army, probably by one brigade.

THE SIEGE OF SUVAH.

The latest news from Suvaah states that the place is rapidly tranquillizing, and that the number of the rebels besieging the town is diminishing.

CALCUTTA, October 10th.
The British Indians settled along the Zanzibar coast are great losers by the stoppage of trade there owing to the rising of Natives. It is reported that the German Squadron has been ordered to the Zanzibar coast.

THE SALT SYNDICATE.

LONDON, October 10th.
The prospectus of the Salt Union has been issued for working the Salt Mines of England and Ireland with a capital of three million pounds sterling.

THE EMPEROR OF GERMANY.

NAPLES, October 17th.
The Emperor William and King Humbert of Italy have paid a visit to Naples where they were accorded a splendid reception.

SIR MOREL MACKENZIE AND BERGMANN.

BERLIN, October 17th.
Dr. Bergmann denies any intention of prosecuting Sir Morel Mackenzie whose book has been seized in Germany.

RUSSIA AND ENGLAND.

ST. PETERSBURG, October 18th.
A portion of the Russian press are in favour of an understanding with England, detaching the latter from the central powers.

THE CHINESE IN AMERICA.

WASHINGTON, October 18th.
The officials at American ports are rigorously enforcing the terms of the Chinese Exclusion Bill, although the Courts in California are upholding the legality of an appeal of the Chinese to the Supreme Court.

LORD HARTINGTON AND THE TORIES.

LONDON, October 19th.
Lord Hartington speaking at Belfast exhorted both Tories and Unionists to fight unitedly at the elections.

THE CURRENCY COMMISSION.

The divergence in opinion of the Currency Commissioners has been settled and it is expected they will issue a report shortly. It is believed the report will be in favour of bi-metallicism.

THE LOSS OF THE "WAITING."

A correspondent in Formosa gives the following account of the loss of the *Pescadore* under the Chinese steamer *Waiting*—better known under the German flag as the *Wella*—reported by telegrams from Amoy in our issue of the 22nd inst.

The *Waiting* left Tamsui under command of Captain Petersen with one European chief officer, Mr. Korsholm, the rest of the officers, engineers and crew being Chinese. There were 80 passengers on board destined for Taiwan-fu, and the orders were to land them and see if the steamer *Phaogo* was either there or at the Pescadore, in which case Captain Petersen had orders for him to go to Double Peak along with the *Waiting*, to take in soldiers for the place on the N.W. coast of Formosa nearest to where the fighting is at present going on with some rebellious districts. The *Waiting* left with moderate N.E. moonlight at 2 p.m. on the 11th October, from Tamsui; steered west 20 miles, then S.W. on the morning of the 12th at 7.35, Captain Petersen got an observation which worked out by Sumner's method gave the ship on a line S. by W. 1/4 W. to the North Island, Pescadore. Steered this course until 10 a.m. when, as expected, the lands were sighted right ahead. Rounded the North Rocks, on which the *Wang Hai* was lost in 1885, and where Captain Petersen had been working many weeks to save what could be got from her. At 12.15 (noon) the *Waiting* was N.E. of said rocks, 3 of a mile off; set the course S.W. by S. and let the Chinese second mate look out while Captain Petersen and Mr. Korsholm took tiffin in a house on deck. Mr. Korsholm had never been there before and was sick, and the second mate said he was well acquainted with the place. At 1.05 p.m. he ran the steamer right on the N.W. Outer. How he could come there nobody can understand; it was S.W. by W. from where the ship was half an hour before and there was a strong wind with sea from the North. The tide at the time was about slack, as it was just low water, and the rocks always break and are plainly visible, especially at low water.

After the ship struck she filled very rapidly. The starboard quarter-boat, being to windward, was first got out. A Customs Tattai, Mr. Wu (Ng), and a few passengers went into this small boat, besides the crew. It was almost instantaneously smashed against the side and broken entirely to pieces, all the people struggling for life in the water. The Mandarin had got a life buoy on and twice the Captain had him nearly out of water, but he was smashed up under the ship besides being pushed about by the people that struggled in the water, and he let go just as he was nearly saved. Besides him two passengers and two little boys belonging to the ship were drowned, and these were the only lives lost. In the meanwhile all passengers that could have gone into the two remaining boats, both life-boats. It was with the utmost difficulty they were cleared out of the lee one; this boat was then safely got out and given in charge of Mr. Korsholm to get assistance as quickly as possible. A hole was knocked in the boat in which it was out and a blanket filled into it. In this boat the highest Mandarins, some more passengers and the crew went; in fact both second mate, boatswain, and the whole deck crew with the exception of one quarter-master. The ship by this time was quite filled fore and aft, the water was rising and the sea breaking all over her. By 3.30, at high water, the water was a couple of feet over the raised poop deck. The Captain, with the three engineers, two firemen and one quarter-master, now worked to get the starboard lifeboat out. It being to windward and the ship rolling and bumping on the rocks in an awful manner, this was very difficult. Every time the boat was outside it was drifted by a breaker right in and everybody knocked down. At about 5 p.m. a boat from shore came out, but could not get alongside on account of the high sea. The three engineers, who had stood by the Captain like men, now asked permission to try to swim out to this boat to save their lives, and as Captain Petersen never at that time expected that anybody more would be saved, he let them go. They got a couple of hatches, which had been secured for such an occasion, in the water and jumped over themselves along with the No. 2 fireman, and were lucky enough to be seen by the boat and picked up. The Captain had got all the passengers on board the bridge, about sixty people, as it was the only dry place. The sea was breaking right over everywhere, throwing spray right over all the people on the bridge, and the prospects looked very bad. All stopped together during the night, and a miserable night it was, the ship rolling and bumping, nothing to eat or drink to be had, and of course everyone wet through. In the meanwhile Mr. Korsholm had reached the shore in the life boat, and had got on board the steamer *Pechili* in Makong harbour about 8 p.m. and told the tale. Captain Petersen came up at once and went out, but although he fired rockets and blue-lights, he was never seen from the people on board the *Waiting*, and he could not find the wreck, as that night there was no light or fire on board of any description, as a matter of course. On board the prospects brightened towards midnight; the water fell and the wind and sea went down in such a manner that Captain Petersen could inform the people that they would most likely be saved. At daylight a lot of boats from shore came out; the wreck was boarded by hundreds of Chinese and perfectly looted everything they could lay their hands on. Captain Petersen was alone, and he was afraid that the boats would leave and not save his people if he knocked any of the shore people on the head, he let them have their own way. When they had taken what they could and all the passengers were safely distributed on the boats, the Captain also left. When they were some distance away from the wreck, the *Pechili* came up, got along as near as they could and sent the chief officer on board the wreck along with Mr. Korsholm. Everything had, however, been plundered and there was nothing to do, but they deserve great credit for all they did going out to the rescue. When Captain Petersen with his passengers landed on Bird Island they were all most hospitably received, got their clothes dried, and got something to eat and drink from the poor people in the village. When the water rose in the afternoon all went into Makong harbour, and were received on board the *Pechili* in a most hospitable manner. The *Pechili*, which was to tow two pontoons to Tamsui and started on the following day, brought all the officers and crew from the ill-fated steamer up to Tamsui.

studies has not been observed in Shantung. The examination, however, presented one important theme—already a stale theme in China—viz., the Yellow River. Perhaps some genius will arise to solve all difficulties, and do away with the need of foreign theories.

In the examination time we were surprised at the large number of books and essays carried in for reference. As we passed at different times through the throng of waiting students, we noticed that the majority were well supplied with such material. This year an unusually large number of Chinese books in small foreign print were sold, thus illustrating the principle *multum in parvo*. The cholera epidemic has continued severe all within the last few days. The only foreign body left in the city was suddenly attacked, but remedies were at once applied. In the absence of the foreign physician, a telegram was sent to the American physician of the Mission near Tchow. He at once came and rendered valuable assistance. The Acting Tattai, Chang Tung, was attacked with the same disease, while in the examination hall. He left the hall for his own yamen, but in a short time died. The new acting Tattai is Chao Kuei Hua.

The various questions of various missionaries now and then come to notice, and then quietly disappear. The Italian Bishop here has again pressed his case in the district of Kuan-shien, but has accomplished nothing. The German Bishop of Yenchow-fu, who returned to his work several weeks ago, has likewise urged his case by letter. We also understand that the German Legation has taken up his case, instead of the French Legation, but notwithstanding the Chinese, no more satisfactory result has been reached.

As to the American case, there is a longer interval of non-action. In addition to these three cases, the missionaries of the Church of England have again appeared on the scene, having lately returned from Peking. We hear that the British Legation intervened in their behalf in regard to the late troubles at Tai-an-fu. The opposition, however, seems to continue, at least against the landlords who have rented, or desired to rent, to that Mission. The missionaries have decided to make Chin-an-fu their headquarters, though still keeping a hold on Tai-an-fu. Through aid rendered by one of the American missionaries, they have been able to rent a house in the city, and today they gave a feast to the landlord and adjoining neighbours. As a matter of novelty, I may mention that the American missionary acted as go-between in the rental, and went security for payment.—*N. C. Daily News*.

TIENTSIN.

20th October, 1888.
The weather suddenly changed on Thursday night, a drop in the barometer heaved a strong blow from the north-west. On Friday morning early a little snow fell.

The tides are now very irregular, and the strong northerly winds that frequently visit us drive off the water. Disturbances at the Bar will now be frequent; but if passengers can reach Taku they can count on the settlement by train from Tongku. The trains now run twice daily.

Capt. von Hanneken returned to this place on Sunday, the 14th inst., in good health, having recovered from all effects of the accident that befell him.

The foundations for the new Municipal Hall have been excavated, and the deep trenches show that the building, which will face the Victoria Park with a southerly aspect, will be large and commodious.

A notice has been issued by the Peiho Tug and Lighter Company offering to lighten vessels at the bar at the rate of 3 Mex. dollar cents a picul, which is not a sign of coming truce or peace with the older enterprise.

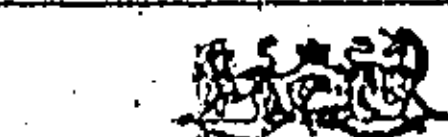
H.I.G.M. gunboat *Mit*, Capt. von Eickstedt, a pretty little iron vessel, possessing a fine and orderly crew and a most efficient armament, has just up her place at our wharf, and will soon disengage, roof in, and prepare to remain here during the winter. Another gunboat is expected, but whether French or Russian we do not yet know.

The Captain and Pilot of the *Toonan* deserve great credit for the skillful way in which the vessel was brought up to our wharf, as she is scarcely suited, on account of her great size and deep draught, for navigating our river.

A meeting of the shareholders of the Taku Tug and Lighter Company was held yesterday morning, when 1,620 votes were represented. The following resolution was put to the meeting and carried, with one dissentient voice.

"That the Directors be and are hereby empowered to raise a loan not exceeding the sum of Telsi Fifty Thousand, to be applied to the purpose of paying for additions to the Fleet and Property."—*Chinese Times*.

To-day's Advertisements.



NOTICE TO MARINERS.

NOTICE is hereby given that a SUB-MARINE MINFIELD for experimental purposes will be LAID on the South side of STONE CUTTERS' ISLAND from the 29th inst. The FIELD will extend between 2,000 to 3,000 feet in North and South direction from the centre of the Island, and in an East and West direction about 2,000 feet.

The Southern boundary will be marked by two black and white Buoys with a BEACON on each, formed by a paraffin oil tin painted red and white, 3 feet above the buoy.

All ships, junks and other vessels are cautioned to keep to Southward of these boundary buoys. R. MURRAY RUMSEY, R.N., Harbour Master, &c.

Harbour Department, Hongkong, 26th October, 1888. [1091]

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE (to take effect from the 1st of November).

WEEK DAYS.
The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—

8 to 10 A.M. every quarter of an hour, 12 to 2 P.M. " " half hour, 3 to 7 P.M. " " quarter of an hour.

SUNDAYS,
CHURCH TRAM at 10.40 A.M. 12.1 to 3 P.M. every half hour, 3 to 7 P.M. every quarter of an hour.

Special Cars may be obtained on application. Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office of MACLEWEN, FRICKEL & Co., General Managers.

VICTORIA EXCHANGE, 50 & 52, Queen's Road, Hongkong, 29th October, 1888. [1092]

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE, VIA FOOCHEW, THE Steamship

"TSINAN," A. Allison, Commander, will be despatched as above on THURSDAY, the 1st November, at DAYLIGHT.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A fully qualified Surgeon is carried.

For Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 29th October, 1888. [1106]

FOR SALE, CHEAP.

SEVERAL RELIABLE HACKS

CARRIAGE PONIES.

Also, A First-class London made DOG-CART AND THREE BASKET CARRIAGES, all in good order.

For Particulars, Apply to No. 6, PEDDER'S HILL, Hongkong, 20th May, 1888.

Masonic.

ST. JOHN LODGE

OF HONGKONG, No. 618, S.C.

AN EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zeland Street, TO-MORROW, the 30th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited. Hongkong, 26th October, 1888. [1086]

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY, the 5th day of November, 1888, at 4.30 P.M., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th October, 1888. [1094]

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of November, 1888, at 4.30 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

No. of Registry	No. of Initial Lot	Locality	Boundary Measurements	Contents in Acres	Annual Rent	Upset Price
1	No. 1206	Initial Lot				
	Peak Road					
	339					
	306					
	186					
	32,000					
	148					
	480					

Intimations.

MACAO.

WANTED to purchase, in a good situation in Macao, small FAMILY RESIDENCE commanding a view. Price must be moderate. Apply with full particulars, by letter only, to W. H. c/o Hongkong Telegraph Office, Hongkong, 25th September, 1888. [954]

THE CHINA ENGINEERING COMPANY.

TEMPORARY OFFICES:—MACAO.

H. SMITH BIDWELL, Secretary.

Macao, 1st October, 1888. [1040]

FOR HIRE.

The Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.

For Particulars, apply to CRUICKSHANK & Co., Ltd. Hongkong, 17th August, 1888. [1091]

TO THE DEAF.

A 32-page Illustrated Book on Deafness, Noises in the Head, how cured at your homes. Send 6 Stamps. Address DR. NICHOLSON, 5, Old Court House Street, Calcutta, 26th September, 1888. [1044]

Intimations.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$2 per SHARE has this day been declared, being further interest on Capital to 31st December, 1887, at the rate of 4 per cent. per annum (making the total interest on Capital for 1887, 14 1/2%).

Warrants may be had on application at the above Office on and after MONDAY, the 29th inst.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED, Hongkong, 27th October, 1888. [1092]

A. S. WATSON & Co., LIMITED.

AN INTERIM DIVIDEND on Account of 1888, at the Rate of 64 Dollars per SHARE in the Capital of the Company, will be payable at the HONGKONG and SHANGHAI BANK on and after the 5th proximo, on Warrants to be obtained of the undersigned.

THE REGISTER OF SHARES will be CLOSED from THURSDAY, the 1st proximo till MONDAY, the 5th proximo, both days inclusive, during which period no TRANSFER of SHARES can be registered.

By Order JOHN WILLMOTT, Acting Secretary, Hongkong, 27th October, 1888. [1093]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 15th October, 1888. [1045]

PROSPECTUS.

SINGAPORE HOTEL COMPANY, LIMITED.

INCORPORATED UNDER THE "INDIAN COMPANIES' ACT, 1866."

CAPITAL: \$750,000 (with power to increase), divided into 7,500 shares of \$100 each, payable as follows:—

\$30 on APPLICATION, \$30 on ALLOTMENT.

Further Calls not exceeding \$20 each, to be made at intervals of not less than three months. (It is not expected that more than \$5 per share will be called up before the end of 1889.)

If no allotment be made, the deposit will be returned in full.

Share Lists will CLOSE on 14th November, 1888.

DIRECTORS:

WILLIAM ADAMSON, ESQ. (Messrs. GILFILLAN WOOD & Co.)

ANDREW CURRIE, ESQ. (The BORNEO COMPANY, LIMITED)

WILLIAM DOUGLAS, ESQ. (Manager, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA)

HON'BLE J. FINLAYSON, M.L.C. (Messrs. BOUSTEAD & Co.)

J. P. WADE GARDNER, ESQ. (Manager, HONGKONG & SHANGHAI BANKING CORPORATION)

HON. H. W. GEIGER, M.L.C. (Agent, PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.)

W. E. HOOPER, ESQ. (Messrs. A. L. JOHNSTON & Co.)

O. MUHRY, ESQ. (Messrs. BERN, MEYER & Co.)

THOS. SCOTT, ESQ. (Messrs. GUTHRIE & Co.)

TH. SOHST, ESQ. (Messrs. PUTTFARCKEN & Co.)

C. STRINGER, ESQ. (Messrs. PATTERSON, SIMONS & Co.)

BANKERS:

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA;

HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS:

MESSRS. DONALDSON & BURKINSHAW.

SECRETARY (pro tem) JAMES KERR, ESQ.

HEAD OFFICE: SINGAPORE.

THIS COMPANY has been formed for the purpose of supplying the want which has been felt for many years past, of a well-planned and well-fitted modern hotel of sufficient dimensions to accommodate the large and constantly growing passenger traffic through Singapore, as well as supply the great demand for temporary or permanent residential chambers.

Singapore is the chief town of the British Crown Colony of the Straits Settlements, and is a leading place of call and coaling port on the great steam lines of communication with the Far East. It is moreover the centre of an extensive trade with India, China, the Dutch Indies, the Philippines, Siam, and other countries.

The present hotel accommodation in Singapore is quite inadequate, and it is proposed to acquire the fine site now partly occupied by the HOTEL DE L'EUROPE, and build thereon a hotel of much larger dimensions, and greatly improved construction and arrangement. Fully detailed plans have been prepared and the engagement of a first-class Manager is already secured.

Prospectus and Forms of Application may be had at any of the Agencies of the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION and the CHARTERED BANK OF INDIA AUSTRALIA AND CHINA, or Mr. D. McCULLOCH.

A certain number of Shares will be reserved by the Directors for Allotment to Hongkong Applicants.

APPLICANTS FOR SHARES will have to pay 1 per cent. extra for the difference between the price of a first-class Manager is already secured.

Hongkong, 16th October, 1888. [1091]

Intimations.

HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING will be held at the HONGKONG HOTEL, on THURSDAY, the 1st November next, at 4 P.M. Hongkong, 17th October, 1888. [1052]

"WITH PROFITS" POLICIES

IN THE

STANDARD LIFE OFFICE

TAKEN OUT BEFORE 15TH NOVEMBER NEXT,

Commercial.

TO-DAY.
THE SHARE MARKET.

5 o'clock.

The only important business reported to-day has been in connection with Luzons. This stock continues to "boom" merrily upwards, shares having changed hands this afternoon at 85 and 86 for cash and also at 88 and 90 for March. A few Banks have been done at 152 per cent. premium for the end of the month. Other quotations speak for themselves.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—152 per cent. premium, sellers.
Union Insurance Society of Canton—\$85 per share, sellers.
China Traders' Insurance Company—\$68 per share, sellers.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—\$97 per share, buyers.
Yangtze Insurance Association—Tls. 96 per share, sales and sellers.
Chinese Insurance Company—\$165 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—\$330 per share, sellers.
China Fire Insurance Company—\$73 per share, buyers.
Hongkong and Whimoon Dock Company, 35 per cent. premium, buyers.
Hongkong, Canton, and Vaco Steamboat Co.—\$217 per share, sellers.
China and Manila Steam Ship Company—122 per share, buyers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$165 per share, sellers.
Indo-China Steam Navigation Company, Limited—17 per cent. dis., sellers.
Douglas Steamship Company—\$53 per share, sellers.
China Sugar Refining Company, Limited—\$183 per share, sellers.
Luzon Sugar Refining Company, Limited—\$86 per share, sales and sellers.
Hongkong Ice Company—\$34 per share, buyers.
Hongkong and China Bakery Company, Limited—\$10 per share, buyers.
Hongkong Dairy Farm Co., Limited—\$13 per share, buyers.
A. S. Watson & Co., Limited—100 per cent. premium, sellers.
Chinese Imperial Loan of 1884 B—3 per cent. premium.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—\$75 per share, sellers.
Perak Tin Mining and Smelting Company—\$5 per share, nominal.
Punjab and Sunghie Dha Samant Mining Co.—\$11 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—59 per cent. premium, sellers.
Tongkin Coal Mining Co.—75 per cent. premium, buyers.
The Hongkong High-Level Tramway Co., Limited—225 per cent. premium, nominal.
The East Borneo Planting Co., Limited—\$47 per share, sellers.
Crutchebank & Co., Ltd.—\$50 per share, sellers.
The Steam Launch Co., Limited—5 per cent. premium, sellers.
The Austin Arms Hotel and Building Co., Ltd.—25 per cent. dis., nominal.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/0
Bank Bills, on demand 3/0
Bank Bills, at 30 days' sight 3/0
Bank Bills, at 4 months' sight 3/11
Credit at 4 months' sight 3/11
Documentary Bills, at 4 months' sight 3/11
ON PARIS.—Bank, T. T. 72 1/2
Bank Bills, on demand 72 1/2
Credits, at 4 months' sight 72 1/2
On Demand 72 1/2
ON SHANGHAI.—Bank, T. T. 72 1/2
Private, 30 days' sight 72 1/2

OPIUM MARKET—THIS DAY.

NEW MALWA, per picul.....\$675
OLD MALWA, per picul.....\$675
NEW PATNA (without choice) per chest.....\$574
NEW PATNA (first choice) per chest.....\$570
NEW PATNA (bottom) per chest.....\$580
NEW PATNA (second choice) per chest.....\$565
NEW BENARES (without choice) per chest.....\$553
NEW BENARES (first choice) per chest.....\$563
OLD BENARES, per chest.....\$558
OLD BENARES (bottom) per chest.....\$568
NEW PERSIAN (best quality) per picul.....\$650
OLD PERSIAN (best quality) per picul.....\$600
OLD PERSIAN (second quality) per picul.....\$580

CHINA COAST METEOROLOGICAL REGISTER.

28th October, 1888.—At 4 p.m.

STATION.	Wind.	Force.	Direction.	Barometer.	Thermometer.	Humidity.	Clouds.	State of Sky.	Remarks.
Wanchow	W	4	W	30.05	74	85	0	b	
Taipei	W	4	W	30.05	74	85	0	b	
Nagasaki	W	4	W	30.05	74	85	0	b	
Shanghai	W	4	W	30.05	74	85	0	b	
Amoy	W	4	W	30.05	74	85	0	b	
Hongkong	W	4	W	30.05	74	85	0	b	
Swatow	W	4	W	30.05	74	85	0	b	
Shanghai	W	4	W	30.05	74	85	0	b	
Amoy	W	4	W	30.05	74	85	0	b	
Hongkong	W	4	W	30.05	74	85	0	b	
Swatow	W	4	W	30.05	74	85	0	b	

29th October, 1888.—At 10 a.m.

STATION.	Wind.	Force.	Direction.	Barometer.	Thermometer.	Humidity.	Clouds.	State of Sky.	Remarks.
Wanchow	W	4	W	30.05	74	85	0	b	
Taipei	W	4	W	30.05	74	85	0	b	
Nagasaki	W	4	W	30.05	74	85	0	b	
Shanghai	W	4	W	30.05	74	85	0	b	
Amoy	W	4	W	30.05	74	85	0	b	
Hongkong	W	4	W	30.05	74	85	0	b	
Swatow	W	4	W	30.05	74	85	0	b	
Shanghai	W	4	W	30.05	74	85	0	b	
Amoy	W	4	W	30.05	74	85	0	b	
Hongkong	W	4	W	30.05	74	85	0	b	
Swatow	W	4	W	30.05	74	85	0	b	

The barometer continues high and gradients are steep for the whole of the coast. The wind is from the west, and the sea is calm. The temperature is 74° at 10 a.m. and 74° at 4 p.m. The humidity is 85 per cent. The clouds are few and the sky is blue.

HONGKONG TEMPERATURE.

(From Messrs. Palmer & Co.'s Register.)

Barometer—5 a.m.	30.15
Barometer—1 p.m.	30.15
Barometer—5 p.m.	30.15
Thermometer—5 a.m.	74
Thermometer—1 p.m.	74
Thermometer—5 p.m.	74
Thermometer—5 p.m. (Wet bulb)	74
Thermometer—5 p.m. (Wet bulb)	74
Thermometer—Maximum	74
Thermometer—Minimum (over night)	70

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Ravenna*, with the next English mail, left Singapore at 9 a.m., on the 25th instant, and is expected here on or about the 30th.

THE AMERICAN MAILS.

The O. & O. S. N. Co.'s steamer *Galle*, with the American mail of 20th ultimo, left Yokohama for this port on the 24th instant, and may be expected here on or about the 30th.

The P. M. S. S. Co.'s steamer *City of New York*, with the American mail of 9th instant, has arrived at Yokohama, and will leave for this port to-morrow.

THE GERMAN MAIL.

The Norddeutsche Lloyd steamer *Sachsen*, carrying the German mails, with date from Berlin of the 2nd instant, left Singapore at 11 a.m., on the 27th, and may be expected here on or about the 31st proximo.

The Canadian Pacific steamer *Bellevue*, with the Canadian mail, left Yokohama for this port on the 26th instant.

The Canadian Pacific steamer *Duke of Westminster*, left Vancouver on the 22nd instant for Japan and China.

STEAMERS EXPECTED.

The Glen Line steamer *Glenshiel*, from New York, left Singapore on the 22nd instant, and is expected here on the 29th.

The "Shire" line steamer *Pembroke*, from London, &c., left Singapore on the 23rd instant, and is expected here on the 30th.

The Navigazione Generale Italiana Co.'s steamer *Bormida*, left Singapore on the 25th instant, and is expected here on the 30th.

The D. D. R. steamer *Bellona*, from Hamburg, left Singapore on the 27th instant, and is expected here on the 31st proximo.

The Ocean Steamship Co.'s steamer *Bellona*, from Liverpool, left Singapore on the 27th instant, and is expected here on the 31st proximo.

The P. & O. S. N. Co.'s steamer *Kashgar*, left Bombay for this port on the 27th instant, and is expected here on or about the 31st proximo.

Shipping.

ARRIVALS.

NECKAR, German steamer, 1,860, H. Supper, 27th Oct.—Shanghai 25th Oct. Mails and General.—Melchers & Co.
MELITA, German steamer, 339, H. Mörck, 27th Oct.—Hohlow 26th Oct. General.—Wielter & Co.
DUBURG, German steamer, 921, C. F. Bertelsen, 27th Oct.—Saigon 19th Oct. General.—Yang Kee.
MARIE, German steamer, 724, Riege, 27th Oct.—Haiphong 25th Oct. General.—A. R. Marly.
TAISANG, British steamer, 1,505, W. H. Jackson, 28th Oct.—Calcutta 12th Oct. and Singapore 20th, General.—Jardine, Matheson & Co.
ZAFIRO, British steamer, 675, MacCaslin, 28th Oct.—Manila 26th Oct. General.—Russell & Co.
NINGCHOW, British steamer, 1,700, Wm. Durbin, 28th Oct.—Swatow 27th Oct. General.—Arnhold, Karberg & Co.
SOOCHOW, British steamer, 1,272, T. Rowin, 28th Oct.—Pakhoi 25th Oct. and Hoilow 27th, General.—Chinese.
CHOVSANG, British steamer, 1,195, Balballe, 28th Oct.—Whampoa 28th Oct. General.—Jardine, Matheson & Co.
PEKING, German steamer, 954, G. Heermann, 28th Oct.—Shanghai 25th Oct. General.—Siemssen & Co.
DEEPDALE, British steamer, 1,715, John S. Sharp, 29th Oct.—Haiphong 26th Oct. General.—Adamson, Bell & Co.
DECCAN, British steamer, 2,000, P. W. Case, 29th Oct.—Bombay 10th Oct. and Singapore 21st, General.—P. & O. S. N. Co.
DIJENNAI, French steamer, 2,465, Vaucler, 29th Oct.—Shanghai 27th Oct. Mails and General.—Messageries Maritimes.
SPINDRIFT, British steamer, 2,010, W. Hall, 29th Oct.—Japan, and Amoy 27th Oct. General.—Russell & Co.
NERBUDDA, British steamer, 1,948, H. E. Gillett, 29th Oct.—Amoy 28th Oct. General.—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OF ICE.
Melita, German steamer, for Hohlow.
Sochow, British steamer, for Hohlow.
Ghasea, British steamer, for Singapore, &c.

DEPARTURES.

October 27, *Ingraban*, German steamer, for Newchwang.
October 27, *Kwangle*, Chinese steamer, for Singapore.
October 27, *Ancona*, British steamer, for Nagasaki.
October 28, *Apenrade*, British steamer, for Nagasaki.
October 28, *Peking*, British str., for Whampoa.
October 28, *Fokien*, British steamer, for Swatow, &c.
October 29, *Angers*, British steamer, for Guam.
October 29, *Changsha*, British steamer, for Shanghai.
October 29, *Chiang Hye Teng*, British str., for Swatow.
October 29, *Neckar*, German steamer, for Singapore, &c.
October 29, *Choyang*, British str., for Shanghai.
October 29, *Ghasea*, British steamer, for Singapore, &c.

PASSENGERS—ARRIVED.

Per *Spindrift*, str., from Japan, &c.—Mr. and Misses Widdens.
Per *Melita*, str., from Hohlow.—30 Chinese.
Per *Neckar*, str., from Saigon.—Mrs. M. L. Chastel, Miss Boley, Messrs. Denby, Schroder, Palmer, Ende, Hall, Widmann, Volkan, and 3 Chinese.
Per *Peking*, str., from Shanghai.—3 Europeans and 75 Chinese (deck).
Per *Ningchow*, str., from Swatow.—Mr. Marani, and 530 Chinese.
Per *Taisang*, str., from Calcutta, &c.—716 Chinese.
Per *Maria*, str., from Haiphong.—77 Chinese.
Per *Galle*, str., from Manila.—12 Europeans and 150 Chinese.
Per *Deccan*, str., from Bombay for Hongkong.—Messrs. D. Dabhooy, C. Okerjee, R. M. Jucks, R. Eduljee, M. Cassimboy and servant, Mr. and Mrs. Lennard, from Singapore.—24 Chinese.
Per *City of New York*, str., from Shanghai.—Mr. and Mrs. D. E. Abraham, infant and 3 servants, and Mr. Rahem.

Per *Djannah*, str., from Shanghai for Hongkong.—Mr. and Mrs. Botelho, 3 children and amah, Mrs. A. Levy, Miss H. Stone and amah, Mr. Rodriguez and infant, Rev. W. G. White, Messrs. MacGregor, Taber, and Lung Haw Tin, and 70 Chinese. From Yokohama.—Rev. Pettibon and Mr. Bendicist. From Shanghai for Saigon.—Messrs. Antret and Leroux. For Singapore.—Messrs. Haffenden and H. Brown. For Marseilles.—Messrs. Tord and Augibout. From Yokohama.—Mr. and Mrs. Meier and son, and Mr. Yamar.
Per *Nerbudda*, str., from Amoy.—15 Chinese.
Per *Amoy*, str., for Shanghai.—50 Chinese.
Per *Chang Hye Teng*, str., for Swatow.—130 Chinese.
Per *Fokien*, str., for Swatow, &c.—1 European and 100 Chinese.
Per *Kwangle*, str., for Shanghai.—50 Chinese.
Per *Ancona*, str., for Yokohama.—Mr. and Mrs. Harmon, Mrs. Paul, Mrs. Mortimer, Mrs. Liddy, and Mr. Lau Fai Wan. For Kobe.—Messrs. F. Jorge and C. Jorge.
Per *Ghasea*, str., from Singapore, &c.—4 Europeans and 10 Chinese.
Per *Melita*, str., for Hohlow.—30 Chinese.
Per *Sochow*, str., for Hohlow.—70 Chinese.

REPORTS.

The British steamship *Nerbudda* reports that she left Amoy on the 28th instant. Had fine weather.
The German steamship *Neckar* reports that she left Shanghai on the 25th instant. Had fair weather and westerly winds.
The German steamship *Duburg* reports that she left Saigon on the 19th instant. Had fresh north-east monsoon with squalls and high sea.
The British steamship *Zafiro* reports that she left Manila on the 26th instant. Had strong monsoon with high sea and fine weather throughout.
The British steamship *Deccan* reports that she left Bombay on the 10th instant, and Singapore on the 21st. Had fine weather to Singapore. From Singapore stormy weather and heavy sea.
The British steamship *Deccan* reports that she left Haiphong to Straits had moderate north-east winds. From Straits to Hongkong strong east-north-east winds with high sea; anchored outside Green Island last night at 8 o'clock.
The British steamship *Ningchow* reports that she left Swatow on the 27th instant. Had strong north-east wind and corresponding sea with fine weather. Passed the steamship *Taisang* outside Swatow, bound north, and 2 steamers names unknown, bound north, off Pedro Blanco.
The German steamship *Peking* reports that she left Shanghai on the 25th instant. When leaving Shanghai had northerly wind with rain and overcast sky. From Tong-tong to White Dogs had fresh north-west wind and clear weather; from there to port fresh north-east wind and clear sky.
The British steamship *Taisang* reports that she left Calcutta on the 12th instant, and Singapore on the 20th. Had light north-east winds and fine clear weather, which continued to Anambas; thence to Hongkong had very strong north-east and north-north-east winds and a high head sea with heavy squalls; arrived here yesterday morning at 10.30 o'clock. On the 22nd, passed the steamship *Straithgrip*, in lat. 6.30 north and long. 107.29 east, desired to be reported all well.

Post Office.

A MAIL WILL CLOSE
For New York (via Suez Canal).—Per *Spindrift*, to-morrow, the 30th instant, at 11.30 A.M.
For Amoy and Manila.—Per *Zafiro*, to-morrow, the 30th instant, at 3.30 P.M.
For Saigon.—Per *Cicero*, to-morrow, the 30th instant, at 4.30 P.M.
For Swatow, Amoy, and Foochow.—Per *Hailong*, to-morrow, the 30th instant, at 5.00 P.M.
For Haiphong.—Per *Freje*, to-morrow, the 30th instant, at 5.00 P.M.
For Haiphong.—Per *Maria*, to-morrow, the 30th instant, at 5.00 P.M.
For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Djannah*, on Wednesday, the 31st instant, at 11.00 A.M.
For Saigon.—Per *Duburg*, on Wednesday, the 31st instant, at 4.30 P.M.
For Foochow, Port Darwin, Sydney, and Melbourne.—Per *Trian*, on Wednesday, the 31st instant, at 5.00 P.M.
For Straits and Bombay.—Per *Deccan*, on Friday, the 2nd November, at 11.30 A.M.
For Straits Settlements.—Per *Lydia*, on Tuesday, the 6th November, at 11.30 A.M.
For Europe, &c., India, 7th November.—Per *Suez*, on Wednesday, the 7th November, at 11.00 A.M.
For Yokohama and San Francisco.—Per *Galle*, on Wednesday, the 7th November, at 2.30 P.M.

SHIPPING IN HONGKONG.

ACTIV, Danish steamer, 355, Revabeck, 26th October.—Pakhoi 22nd October, and Hohlow 24th, General.—Arnhold, Karberg & Co.
AMOI, German steamer, 873, R. Kohler, 27th Oct.—Whampoa 27th October, General.—Siemssen & Co.
CICERO, British steamer, 1,030, A. George, 25th Oct.—Sourabaya 13th Oct. Sugar and Oil.—Chinese.
CRUSADER, British steamer, 671, Ogston, 25th Sept.—Manila 22nd Sept. General.—Sey Sing.
DECIMA, German steamer, 965, A. Dinse, 25th Oct.—Bangkok 16th Oct. Rice and General.—Siemssen & Co.
FALKENBURG, German steamer, 989, H. Bantels, 11th Oct.—Saigon 24th Sept. Rice.—Melchers & Co.
FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa.
GENERAL WERDER, German steamer, 1,820, W. von Schuckmann, 26th Oct.—Nagasaki 22nd Oct. General.—Melchers & Co.
HAILONG, British steamer, 783, J. S. Roach, 27th Oct.—Foochow 23rd Oct. Amoy 24th, and Swatow 26th, General.—D. Laprak & Co.
METAFEDIA, British steamer, 1,454, J. B. Purvis, 27th October.—Nagasaki 21st Oct. Coal.—Takasima Colliery Co.
MIKE KATU, Japanese steamer, 2,381, J. H. Pore, 27th Oct.—Kuchino 22nd Oct. Coal.—Mitsui Bussan Kaisha.
NAMO, British steamer, 863, T. G. Pocock, 17th Oct.—Foochow 14th October, Amoy 15th, and Swatow 16th, General.—D. Laprak & Co.
PHEA CHOM KLAO, British steamer, 1,011, Jas. Fowler, 10th October.—Bangkok 13th Oct. General.—Yuen Fat Hong.
PHUQUOC, French steamer, 183, Robins, 11th Oct.—Macao 11th October, Ballast.—Wing Tai.
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa.
SEPTIMA, German steamer, 783, P. Hansen, 24th October.—Kobe 7th October. Coal.—Schellhaus & Co.
STORE NORDISKE, Danish steamer, 506, E. Sorenson, 25th Oct.—Cruise 14th October. Great Northern Telegraph Co.

HONGKONG—STEAMERS.

Continued.

CSINAN, British steamer, 1,560, W. N. Allison, 27th Oct.—Nagasaki 23rd Oct. General.—Butterfield & Swire.
VISAYAS, Spanish steamer, 406, J. de Ajubia, 8th Oct.—Manila, via Amoy 4th October, General.—Ban Ho.

SAILING VESSELS.

ADOLPH, German bark, 867, E. Westergaard, 5th August.—Hamburg 19th April, General.—Order.
CARRIER DOVE, British bark, 1,026, A. Forsyth, 7th Oct.—Kobe 16th September, General.—Order.
DIANE, Norwegian bark, 764, J. Petersen, 2nd Oct.—Sourabaya 23rd August, Sugar.—Order.

ERLEKONG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

FIGARO, German bark, 1,006, G. Heinzl, 6th October.—Singapore 12th Sept. Timber.—Melchers & Co.

FOOCHOW, Siamese brig, 300, O. C. S. Schmiedel, 11th Oct.—Bangkok 13th Sept. Timber.—Chinese.

GOV. GOODWIN, American ship, 1,459, S. Pray, 1st Oct.—Kobe 20th Sept. Coal.—Adamson, Bell & Co.

GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 18th Sept.—San Francisco 28th July, Flour.—Russell & Co.

HATTIE E. TAPLEY, British bark, 907, J. McCornachy, 5th Sept.—Sandalan 15th August, Timber.—Gibb, Livingstone & Co.

HONOLULU, British ship, 1,599, Leavy, 2nd Oct.—Shanghai 24th Sept. Ballast.—Melchers & Co.

H. PRINZENBERG, German bark, 553, H. Ahrens, 21st Oct.—Honolulu 31st August, Ballast.—Melchers & Co.

H. C. JOHNSON, American bark, 1,027, Colby, 26th Oct.—Keelung 23rd Oct. Coals.—Russell & Co.

ITON, French bark, 542, Begnier, 10th October.—London 20th May, General.—Melchers & Co.

JOHN MCKLOD, British ship, 1,500, J. B. Stuart, 21st Sept.—Hamburg 20th May, General.—Siemssen & Co.

JOHN M. BLAQUIE, British ship, 1,778, D. F. Faulkner, 8th Oct.—New York 25th June, Kerosene Oil.—Order.

LEADING WIND, American ship, 1,159, F. M. Hockley, 9th October.—New York 16th May, Kerosene Oil.—Russell & Co.

MARY L. STONE, American ship, 1,420, Carver, 13th Oct.—Shanghai 20th Oct. General.—Pustau & Co.

MONTIARA, German schooner, 75, Otto Kessler, 21st Oct.—Canton (Canton Island), 3rd Oct. General.—Siemssen & Co.

NAUPACTUS, British ship, 1,399, Lovitt, 4th Oct.—Philadelphia 12th May, Kerosene Oil.—Master.

P. N. BLANCHARD, American ship, 1,503, M. W. Blanchard, 25th Sept.—Higo (Japan) 5th Sept. General.—Siemssen & Co.

To be Let.

TO LET.
NOS. 53, 55, 57, PEEL STREET, opposite UNION CHURCH.
Apply to
EDWARD GEORGE.
Hongkong, 6th October, 1888. [1001]

To Let.

ROOMS in "COLLEGE CHAMBERS."
GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 12th July, 1888. [12]

For Sale.

APOLLINARIS WATER.
THE undersigned have been appointed by the APOLLINARIS COMPANY, LIMITED, Sole Agents for
APOLLINARIS WATER.
In CANADA AND HONGKONG.
Price, per Case of 48 Quarts.....\$8.00
Do. per 48 Pints.....\$6.00
N.B.—An allowance is made of \$2.66 per 100 Quarts, and \$1.33 per 100 Pints, for Empty bottles when returned to our Godowns.
CALDECK, MACGREGOR & Co.
2, Pedder Street,
Hongkong, 25th October, 1888. [1073]

FOR SALE.
GUSTAVE GIBERT'S
CHAMPAGNE,
"FAVORI" DRY.....\$20 per 1 doz. qts.
"FAVORI" EXTRA DRY.....\$11 " 2 " pils.
GERMAN BEER.
BRAUEREI "ZUR EICHE" KIEL
\$7.25 per Case of 4 Dozen Quarts.
9.00 " 8 " Pints.
EDUARD SCHELLHAUS & Co.
Sole Agents.
Hongkong, 15th October, 1888. [1050]

NOTICE.
FROM the 1st of November next, the SHANGHAI BUTCHERY will be prepared to supply BROWN LARD IN BLADDERS, FRESH AND PICKLED ENGLISH PORK, SAUSAGES, &c.
ALSO,
BEEF IN JOINTS AND CORNED, BLACK PUDDINGS, PORK AND GAME PIES.
Shanghai, 21st September, 1888. [1982]

NOW READY.
THE PRAYA RECLAMATION SCHEME.
A FULL ACCOUNT of the proceedings in connection with this gigantic undertaking, reprinted from the *Hongkong Telegraph*. With plan of the city of Victoria, showing the intended Reclamation.
PRICE.....ONE DOLLAR.
To be obtained at Messrs. KELLY & WALSH, Ld.; Messrs. LANE, CRAWFORD & Co.; and Mr. W. BREWER'S.
Hongkong, 12th July, 1888.

NOTICE.
MITSUI BUSSAN KAISHA.
SOLE AGENTS FOR
THE MIKE COAL MINE.
BUNKER COALS can be supplied to any Steamer lying in the harbour, or coming alongside the Kowloon Wharf on application to the Undersigned.
Y. FUKUHARA,
Acting Manager.
Hongkong, 16th January, 1888. [105]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Glenshiel	New York	October 29th	Jardine, Matheson & Co.
Gaelic	San Francisco	October 30th	P. &